

ple day because of sickness or accidents happening to the regular teachers, by substituting them temporarily by performing their duties as such teachers. The only way to keep them in operation is to substitute the service of a teacher temporarily for the teacher who is absent, and I am satisfied that the power to do this is a power which should be given by necessary implication to the board of education in the provision quoted by the auditor, "that the district of Columbia is hereby vested in a board of education." This power is a power given to the board of education in order to meet the emergency conditions brought about by the failure of regular teachers to be present at the daily sessions of the school in which they are employed.

May Not "Farm" the Places.

The controller says that at present a teacher is not an officer whose salary goes with the appointment, but that she must give a dollar's worth of time for a dollar in pay. He also says: "The power to adopt rules and regulations in order to supply substitute teachers or temporary teachers in place of those who on account of sickness or other causes fail temporarily to perform the duties for which they are appointed does not carry with it the power, under the guise of the rule of regulation, of the waiver of rules and regulations already made by the school board, to farm out these places and allow teachers to be paid substitutes who have not earned by the performance of the duties of their places on the payment by them to substitutes of much smaller amounts."

Further on the decision says: "It is folly to assume that as a general rule a teacher can be procured as a substitute for an entire school year for \$1,000 and properly fill the place of a teacher whose compensation is fixed by law at \$2,200 per annum. If it can be accomplished it is perfectly apparent that the regular teachers are being paid more than double what their services are actually worth. I do not believe such is the case. If one teacher is authorized to farm out her place all other teachers are entitled to the same privilege."

May Employ Substitutes.

"It follows from what has been said above that the school board may employ in emergency substitutes for teachers and pay these substitutes salaries not greater than they could secure if regularly employed. The amount of pay of teachers in the schools of Washington is not to be determined upon certain qualifications and length of teaching therein. A teacher's right to compensation is not a right to a salary, but a right to a salary and not the mere holding of place as a teacher. Therefore they cannot be paid for time they are not in performance of the duties for which they hold appointments."

Supt. Stuart's Comment.

A. T. Stuart, superintendent of schools, said today that he had heard nothing of the controller's decision officially, but that if it abolished the system now employed for the use of substitutes in the schools during the absence of the regular teacher and did not offer a new plan by which substitutes might be employed when a teacher was ill or absent from the school for any other reason, the schools would have to be closed until the controller was able to make a decision, or legislation remedying the ruling had been enacted.

PHYSICIAN IN ARREST, CHARGED WITH FRAUD

Dr. W. R. B. Dearborn Accused of Passing Worthless Check on Washington Grocer.

Dr. W. R. B. Dearborn, thirty years old, wearing a plain suit and heavy fur overcoat, was arrested this morning by detectives Cox and Vermillion, and charged with false pretenses. It is alleged that he passed a worthless check for \$50 at the grocery store of John H. Magruder, Connecticut avenue and K street, March 8 last.

The warrant for the arrest of the physician was not issued until October 20, and since that time the detectives have been unable to locate him until this morning. They learned that he had gone to Connecticut, but did not know he had returned to this section. He was arrested shortly after he reached here from Massachusetts, Va.

Declines to Discuss Charges.

"It's an unfortunate occurrence," the physician said to a Star reporter, "when asked for a statement of his side of the case, and there is so much red tape about it that the least said is the soonest mended."

Dr. Dearborn, the detectives say, once resided at Brookline, Mass. He went from that city to Massachusetts, Va., to reside and practice his profession. Early this year he came to this city to purchase an apartment at 1746 K street northwest.

It is said he made purchases at the store of Mr. Magruder and tendered in payment a check drawn on the United States Trust Company.

The police say that the physician had been arrested in New York for a short time. Arrangements were made for his release on bond today.

NEWSPAPER HIS PET CHARGE.

Owner Would Suspend Publication Rather Than Sell Plant.

KANSAS CITY, Mo., December 31.—Sponsoring the publication of his paper, at which he has been editor for thirty-three years, rather than to sell it and see another assume charge, Vincent L. Lane, owner of the Wyandotte Herald, published in Kansas City, Kan., printed the last issue this week. The paper was a weekly.

In his last editorial he says his son has evinced no desire to enter newspaper work, he concluded it would afford him more pleasure to discontinue publication than to see another person in charge. He had several offers to purchase the paper, all of which were refused. Mr. Lane is now in his eighty-year-old age and came to Wyandotte, now part of Kansas City, Kan., in 1857.

TEST OF PAPER TOWELS.

Kansas Superintendent Directs Trial in the Public Schools.

TOPEKA, Kan., December 31.—E. T. Fairchild, state superintendent of public instruction, has made arrangements to have a test made of paper towels for the Kansas schools. If the test is successful his plan is to furnish all pupils in the Kansas schools with individual towels.

ATHENS PAPERS SCORE "BEAT."

Announce That Two American Battleships Will Be Sold to Greece.

ATHENS, Greece, December 31.—To-day's newspapers print a curious story to the effect that the government is negotiating with the United States for the purchase of two American battleships (Kentucky and Kearsarge). At the ministry of marine it was stated that the papers had scored a "beat" on the ministry, who had not heard before of the reported negotiations.

LIFE-SAVERS' FUND

Andrew Carnegie Gives \$1,250,000 to the Purpose.

GIFT MADE TO GERMANY

Annual Proceeds to Be Used for Benefit of Injured Heroes.

PROVISION FOR DEPENDENTS

Emperor's Acceptance Obtained by American Ambassador Hill—Autograph Letter to Millionaire.

BERLIN, December 31.—Announcement was made today that Andrew Carnegie had given \$1,250,000 for a "Carnegie Foundation for Life-Savers" in Germany. The conditions and purposes of the endowment are similar to those of the "hero funds" previously established by the American financier and philanthropist in the United States, England and France. The annual proceeds will be used for the benefit of those who have been injured in the execution of heroic acts and, in the event of a hero's death, for the support of surviving dependents. A special provision is made for the education of the children of those who have sacrificed their lives.

Ambassador Hill's Good Offices.

Some time ago American Ambassador Hill, at the request of Mr. Carnegie, approached the emperor on the subject of whether such a gift would be acceptable. His majesty thoroughly approved of the project, and in an autograph letter to the donor expressed his deep interest in the benefaction.

The necessary details were soon concluded and the fund placed in the hands of the emperor, who, as his patron, appointed a commission of twelve to administer the same. The members of the commission are Rudolf von Valentini, chief of his majesty's civil cabinet, and his associates include the American ambassador and representatives of the mining, railway, maritime and industrial interests of Germany and the medical profession.

The benefits of the fund will begin with the new year.

Germany now has provisions for the relief of civil servants who have suffered through heroism, and Mr. Carnegie's gift will make it possible to round out a general system of benefaction. It is believed that the press will welcome heartily the foundation, which was first made known by Herr von Valentini this afternoon.

His Fourth "Hero Fund."

This is the fourth "hero fund" established by Mr. Carnegie. The original endowment was made in April, 1904, when \$500,000 was placed in the hands of a commission composed of twenty-one residents of Pittsburgh, Pa., who were instructed to use the annual proceeds of the fund in the benefit of dependents of those losing their lives in heroic effort to save their fellow men or for the heroes themselves if injured only. The beneficiaries are persons who have performed acts of heroism within the United States, Canada, Newfoundland and the waters thereof.

In 1908 Mr. Carnegie gave \$1,250,000 for the creation of a hero fund in Great Britain. In the following year he established a similar fund in France by the gift of \$1,000,000. The total set apart for this purpose is now \$8,500,000.

TAKEN ON GOOD ROADS BEFORE TRADE BOARD

Maj. Long Will Tell of Proposed Highway From Fairfax County.

A feature of the meeting of the Board of Trade Thursday evening, January 12, at 8 o'clock, at the New Willard Hotel, will be an address by Maj. W. W. Long, chairman of the Fairfax county good roads committee, on the proposed highway leading into Washington.

In connection with the report of the industrial interests committee, which will be taken up at the meeting, L. P. Shoemaker of this city and L. S. Perkins of Baltimore will make addresses advocating the erection in Washington of permanent state exhibition buildings, where the products of the states may be exhibited.

Annual Fair Proposed.

Marion T. Holdeman will speak on a similar project, which calls for the erection of buildings here for an annual exhibition, in which the states and foreign countries may take part.

The regular monthly meeting of the board of directors of the Board of Trade will be held Wednesday, January 4, at 4 o'clock, to take action on important matters which will be laid before the meeting of the full board January 5. A similar meeting will be held by the committee on industrial interests Thursday afternoon, January 5, at 4 o'clock.

ONE DEAD, ONE FATALLY HURT

Inexperienced Operator Causes Wreck of Elevator Car.

NEW YORK, December 31.—An unidentified man was killed and another fatally injured shortly before midnight last night, when an elevator car in an apartment house on West 112th street, in which both men were riding, ascended rapidly to the top of the shaft, snapped its cables and dropped eight stories into the cellar.

The noise made by the car as it struck the cement foundation of the shaft shook the building and many of the tenants rushed into the street, fearing that the building had collapsed. A general stampede of the occupants followed. A general stampede of the occupants followed. A general stampede of the occupants followed.

As nearly as the police have been able to learn the car was in charge of an inexperienced operator who ran it upward at top speed so that it crashed into the steel support at the top of the shaft, smashing some of the mechanism and causing the car to fall. The operator was killed and his companion's back was broken and skull fractured.

Motor Vehicles Company Formed.

NEW YORK, December 31.—An organization of motor vehicle owners in the United States is to be formed at a meeting which will be held here next week. The call for the meeting is signed by Thomas Aldrich of Chicago, Carl F. Johnson of Milwaukee and C. W. Kelley of Hartford, Conn. The association will take in all the independent manufacturers of automobiles.

Death Triumphs Over Bold Aviator.



JOHN B. MOISANT, Killed When Thrown From Aeroplane That Plunges to Earth Head-Downward.

AEROPLANE PITCHES MOISANT TO DEATH

(Continued From First Page.)

tion field, thereby wrestling from the Englishman, Claude Grahame-White, one of the most highly prized of the trophies offered for aerial feats.

Interest in the young man became so intense locally at that time that the news of the fatal accident caused an unusual shock in this city. Expressions of grief followed an announcement of the sad news at the local headquarters of the Aero Club of America and in the other clubs and hotels throughout the metropolis.

Native of Chicago.

Moisant was born at Chicago in 1870 and lived there until he was nineteen years old. He then started for the Pacific coast, where he made his first attempt to become an aviator.

Moisant at that time was wealthy, but his property was confiscated by the government. Soon afterward he went to Spain and later turned up at Paris when the flight brothers were there exhibiting their machines.

It was told of Moisant, at the time, that he wanted to secure an aeroplane, with the aid of which he planned to fly into the country from which he had been exiled, and in this spectacular manner to rescue the drooping spirits of the revolutionaries.

However, so the story goes, Moisant became so interested in the possibilities of the flying machines that political affairs in Central America interested him less and less. Soon he was an avowed aerial enthusiast and himself making flights.

From the start his career as an aviator was marked with daring exploits.

Paris-London Flight.

He first came into world's prominence so recently as August last, when he started on a flight from Paris to London with a passenger, Albert Fieaux. He successfully crossed the English channel, being the first aviator to accomplish this with a passenger.

He made the trip over the Straits of Dover in the face of a storm that would have held him back, less bold adventurer. He landed at Deal, and from then on a series of accidents that continued for three weeks.

Undated he clung to his purpose to reach London through the air. While the whole world applauded the plucky Chicagoan, who had made the first flight across the English channel, he was not without his critics.

September 6, he floated down at the Crystal Palace in the British capital.

Arriving in New York October 8 last, and was one of the most interesting figures at the aviation meet at Belmont Park. He took second place in the international aviation race, when Grahame-White captured the trophy that Glenn Curtiss had brought to this country from France the year before.

Moisant Takes Liberty Prize.

The big race having gone to an Englishman, Moisant was determined to win the \$10,000 trophy for the most dangerous and spectacular flight, that from Belmont Park around the statue of Liberty and return.

A wireless reporter from the harbor at New York said that Grahame-White had carried the British colors around the Bartholdi statue, and Count de Lesseps, the French Grahame-White, had used a powerful machine. Grahame-White's machine had been wrecked the day before.

On Sunday, the last day for the competition, the Wright brothers would not permit their machines to be used. A wireless reporter from the harbor at New York said that Grahame-White had beaten de Lesseps. Moisant's mind was soon made up. Rushing to Leblanc's hangar, he had set his machine in motion, and was out of commission.

The hope of America rested on Moisant, who was without a machine. Then came word that Grahame-White had beaten de Lesseps. Moisant's mind was soon made up. Rushing to Leblanc's hangar, he had set his machine in motion, and was out of commission.

Moisant returned like the wind and crossed the first line at 2:24. His time was 34 minutes 38.84 seconds.

Moisant was born of French-Canadian parents, who had settled in early life at Kankakee, Ill., and moved thence to Chicago. On the death of his father he joined the army and served in the Philippines. He was a member of the French Legion of Honor and was a multi-millionaire.

Moisant died Tuesday at New Orleans. After being flown five miles from his course he had been made drunk by nearly 9,000 feet, and barely escaped a rough landing in a clump of trees, which his skill as a pilot enabled him to avoid by a narrow margin.

MICHELIN CUP FOR CODY.

Flies 190 Miles in Event for British Contestants.

ALDERSHOT, England, December 31.—Capt. Frank Cody, head of the ballooning

department of the British war office, today won the British Michelin cup for duration and distance for 1910 by flying 190 miles in four hours and fifty minutes.

The flight ended when Cody's aeroplane accidentally touched the ground.

T. Sopwith, also competing today, made 150 miles over a marked circuit.

The best previous flight in this competition was made by A. Ogilvie, who won 120 miles Wednesday last. Ogilvie is a Wright aviator, who, representing Great Britain, flew at Belmont Park.

The British Michelin cup is valued at \$2,500. A cash prize of the same amount goes with it.

Cody is an American born, but became a British subject when he entered the British aerial corps.

Baron de Forest prize of \$28,000 for the longest flight across the English channel in 1910 by an Englishman in an English-built machine, goes to Sopwith, whose record of 174 miles in three and a half hours has not been beaten. Sopwith flew from Sheppey Island, England, to Beaumont, Belgium, December 18.

FARMAN SEVEN HOURS UP.

Flying for Record for Longest Sustained Flight of Year.

ETAMPES, France, December 31.—Henry Farman, who won the Michelin prize for the longest sustained flight in 1910, is out today to beat this year's record, made yesterday by Maurice Tabuteau, who covered 362.96 miles.

Farman ascended at 7:25 o'clock this morning and was still in the air at 2:55 o'clock this afternoon.

LANIER REACHES BRUSSELS.

Started from Paris Thursday After Auto Club's Prize.

BRUSSELS, December 31.—M. Lanier, the French aviator, left St. Quentin, France, at 9:15 o'clock this morning and arrived here at 11:40.

Lanier started from Paris Thursday in an attempt to win the Auto Club's prize of \$50,000 for a trip from Paris to Brussels and return with a passenger. A dispatch from St. Quentin yesterday said he had abandoned the competition.

TWO NAMED, BUT ONE NEEDED.

Complication Arises Over Christening of Battleship Arkansas.

Officers of the Navy Department are somewhat nonplussed by the announcement from Little Rock that Gov. Donaghey of Arkansas has designated Miss Marion Clarke, daughter of Senator James P. Clarke, to christen the battleship Arkansas. The department already has named Miss Mary L. Macon, daughter of Representative R. B. Macon of Arkansas, to christen the ship.

It is said, it is said, after the receipt of a telegram from Gov. Donaghey declining to appoint a sponsor on account of lack of time to make the necessary arrangements.

To meet this situation and in order that Arkansas might not be deprived of the honor of christening her namesake in the navy by a daughter of the state, Secretary Meyer took the matter up with the navy, who had set the christening in Washington at the time, and ascertained that the representative's daughter was willing to act as sponsor. Accordingly, Secretary advised the president of the New York Shipbuilding Company, the builders of the Arkansas, that Miss Macon would be the sponsor.

The matter rests, as no further word has yet been received from Gov. Donaghey.

DIAMOND RING IN BRICK.

Broken on Negro's Head, He Gets Jewelry.

JOPLIN, Mo., December 31.—Washington Hamilton Jones, colored, and a hotel porter here, deems himself a very lucky person.

Yesterday another negro hit Jones on the head with a brick. The blow broke the brick and a diamond ring, said to be worth \$50, dropped out.

Jones grabbed the ring and ran. His head was not severely injured. It is presumed the diamond fell into the clay while the brick was being formed.

POOR BOARD NO MORE.

Saratoga Springs, N. Y., Has No Use for Charity Organization.

BALLSTON, N. Y., December 31.—The people of Saratoga Springs are so prosperous and nappy that the town authorities are considering an ordinance abolishing the office of poormaster. At the annual meeting of the town board it was reported that no applications for assistance had been made during the last year.

The money in the poor fund will have to be devoted to other purposes.

Ambassador Reid on Vacation.

It is said at the State Department that Ambassador Whitelaw Reid, who has sailed from England for New York with his family, is only taking the vacation in which he usually indulges at this time of the year, and that he will certainly return to his post in London.

WAR ON LIGHT RULE

Wagon Owners Prepare to Test Case in the Courts.

EFFECTIVE AT MIDNIGHT

Many Make Requests for More Time.

CANNOT GET THE LANTERNS

Man Who Hauls Hay Thinks Danger of Fire More Serious Than Threat of Fines.

The determination of the District Commissioners to enforce the edict compelling lights on all vehicles after dark, which goes into effect at 12 o'clock tonight, may result in a test case in court early next week.

A number of the teaming interests in this city still maintain that the ruling promulgated December 18 is unnecessary, and that it will cause undue hardships to merchants in Washington. Several of the leaders of opposition to the Commissioners' regulation may defy the order, and, following the consequent arrest of drivers, are ready to carry the matter into court.

Attorneys have been engaged by several of the wagon owners, and it was said this afternoon that a legal battle is in sight.

The Commissioners today replied to a number of protestants to the light regulation saying that requests for a further extension of time before enforcing the ruling and requests for a rehearing on the subject would be given due consideration by the board.

No Statement Made.

Scores of men representing teaming interests in this city expected the District heads would take definite action on the requests today. No statement was forthcoming except the letters mailed to the individual merchants, which are considered by many to be vague and indefinite.

It is maintained by the Commissioners that inasmuch as the regulation was promulgated under section 10 of the act of Congress which gives them power to regulate the movement of vehicles on the public streets and avenues for the preservation of life and limb, they are justified in enforcing it.

The firm of Littlefield, Alvord & Co., the George W. Knox Express Company and the Merchants' Transfer and Storage Company have been most active in the fight against the order, and it is reported on authority that they will add any movement that seeks to modify its provisions.

E. S. Alvord of Littlefield, Alvord & Co. terms the ruling unreasonable, and is of the opinion that the order requires a month to equip the 300 wagons of the firm with lanterns. He further declares that if the order is enforced 800 of his employees will be in the Police Court Monday.

Holiday Deliveries Delayed.

Many of the merchants protest that the bad condition of the streets has delayed their deliveries and made havoc with their business.

The fact that lanterns for coal carts are hard to procure is held up by coal merchants. W. W. Griffith, a coal merchant, asks that the order be delayed until the kind of lanterns that will withstand the rough use on coal carts. C. F. Thomas, who deals in heat loads, says he will take sixty days to get the proper lights, and asks for that length of time.

E. B. Earnings & Co. say in their letter to the Commissioners: "The proposed regulation will cause business and other losses of considerable magnitude and expense, and if the regulation is to be enforced they should have sufficient time to prepare to comply with it."

This firm suggested that skating on the streets adds largely to the possibility of accidents and that the order requires a month to equip the 300 wagons of the firm with lanterns.

C. Thompson protests: "Many owners of teams, including myself, are scarcely prepared to comply with the regulations at this time without considerable expense."

Ask Ninety-Day Extension.

W. M. Galt & Co. asked for an extension of ninety days, unless the Commissioners will allow the order to be enforced as affecting large slow-moving wagons.

The George W. Knox Express Company wrote: "Owing to the great rush of holiday business, the number of car travelers, and the consequent exertion required to regain normal conditions, we ask that you defer for thirty days at least the enforcement of the regulation as to lights on vehicles."

George & McDowell Company wrote: "We have been unable as yet to see any safe way we can apply lights on our wagons, and we are therefore unable to comply with the regulations. We are loaded with hay that in case of accident the matter might be more serious to us than the punishment you would mete out to us in case we failed to put them on."

TRANSFER SLIPS OF VALUE.

New York Street Car Companies Supply "Capsules of Philosophy."

NEW YORK, December 31.—He who rides in the New York street cars may henceforth gain a liberal education by assiduously studying the backs of the transfer slips which the company distributes gratuitously.

Capsules of philosophy and crumbs of advice are being delivered daily thereon for the benefit of car travelers. Formerly advertisements were printed on the backs of the transfer slips, but now the transfer slips are being used for the purpose of delivering advice to the passengers.

It is a favorite theme and dissertations on etiquette are common. One recent heading was "Make things pleasant." Other texts include advice on the war against tuberculosis, history facts and quotations from classical authors.

WOMAN BURNED TO DEATH.

Room Afire, Octogenarian Unable to Save Himself.

SPECIAL DISPATCH TO THE STAR. WILMINGTON, N. C., December 31.—Mrs. Rebecca J. Bunting, aged eighty-one years, was burned to death at her home on Chestnut street this afternoon.

The room occupied by Mrs. Bunting was found to be on fire. When members of the household rushed to it she was not to be found.

Made Vice President of Erie.

NEW YORK, December 31.—It was announced today that William J. Harahan, who has been assistant to President Underwood of the Erie Railroad Company for three years, had been elected a vice president of the company.

The President's New Year Reception.

JANUARY 2, 1911.

The President will receive at—

11:00 A.M.—The Vice President, the members of the cabinet, the diplomatic corps.

11:20 A.M.—The Chief Justice of the United States and the associate justices of the Supreme Court of the United States, the judges of the Court of Commerce, the judges of the Court of Customs Appeals, the judges of the Court of Appeals of the District of Columbia, the judges of the United States Court of Claims, the judges of the Supreme Court of the District of Columbia, former members of the cabinet, ambassadors and ministers of the United States.

11:30 A.M.—Senators, representatives and delegates in Congress.

11:45 A.M.—Officers of the Army, officers of the Navy, officers of the Marine Corps, commanding general and general staff of the militia of the District of Columbia.

12:15 P.M.—The solicitor general, assistant attorneys general, assistant secretaries of departments, assistant postmasters general, the regents and secretary of the Smithsonian Institution, the civil service commission, the interstate commerce commission, the tariff board, the railroad securities commission, the isthmian canal commission, the Commissioners of the District of Columbia, the treasurer of the United States, the librarian of Congress, the public printer, the heads of bureaus in the several departments, the president of the Columbia Institution for the Deaf and Dumb.

12:30 P.M.—The Society of the Cincinnati, the Aztec Club of 1847, the Associated Veterans of the War of 1846-47, the Military Order of the Loyal Legion of the United States, the Grand Army of the Republic, the Medal of Honor Legion, the Union Veteran Legion, the Union Veterans Union, the Society of the Army of Santiago, the Spanish War Veterans, the Sons of the American Revolution, the members of the Oldest Inhabitants' Association of the District of Columbia.

1:00 P.M.—Reception of citizens.

Gent